

Figure 6 – Town Center

Source: Crawford Maltari & Starr, 1992

of 1991, Yolo County adopted a right-to-farm ordinance that provides protection for agricultural uses against such complaints.

Another way to minimize potential conflicts between agriculture and urban uses is to maintain buffer zones between such uses. Buffers may also provide a secondary benefit by creating open space areas for visual enhancement or recreational use. The size of the buffer depends upon the type and intensity of agricultural uses that occur. For example, Yolo County requires a 500 foot separation between urban uses and agricultural land that is subject to aerial spraying of certain types of pesticides. A smaller buffer is allowed for ground applications.

EXPANSION AREAS

The general plan proposes five expansion areas for Dunnigan. Each expansion area is labeled on Figure 7 and is discussed below. Prior to development of any of these areas, the developer shall submit a planned development (PD) master plan that addresses public facilities and services, design standards, phasing, and protection of environmental quality.

Area 1: Mixed Uses/Town Center

The new Town Center will be located west of Interstate 5, north of County Road 6, and south of Dunnigan Creek.

This area will provide local retail establishments for Dunnigan residents. The street level is intended primarily for commercial and food service businesses. Offices and residences will be allowed on the upper floors. Some visitor oriented commercial will also be allowed, but the overall emphasis should be on uses than may also address local needs. Establishments that primarily serve truck uses will not be allowed. (Instead, these establishments shall be encouraged in Area 4.) Parking lots will be limited to the rear of buildings to provide pedestrians with continuous street frontage of the retail uses. Some commercial "pads" may be permitted in the parking areas behind the main street. The post office and community center should eventually be relocated to the Town Center. The *Community Development Guidelines and Development Standards* section of this report provides additional information on streets, building massing, facade treatment, and parking.

Area 2: Residential Area

New residences will be allowed just west of the Town Center at an average density of at least six units per net acre. All residences will be connected to community sewer and water systems. As a condition of approval, the developer shall be required to dedicate land for a park and for a school site. Residences will be linked by bicycle and pedestrian paths to a new Dunnigan Creek open space area (see following paragraph) and to the Town Center. The *Community Development Guidelines and Development Standards* section provides more information on how this area is to be developed.

Within this expansion area, the Dunnigan Creek flood plain will be set aside as permanent open space and as a recreation amenity for the community. Bicycle and pedestrian paths will run along the creek, as well as connecting the new Town Center to the Hardwood Subdivision. The master plans for Expansion Area 1 and Expansion Area 2 will show the pedestrian and bicycle paths. Only passive recreation uses, such as bike and walking paths, a "par-course" or similar calisthenics/jogging trail system will be permitted in the open space.

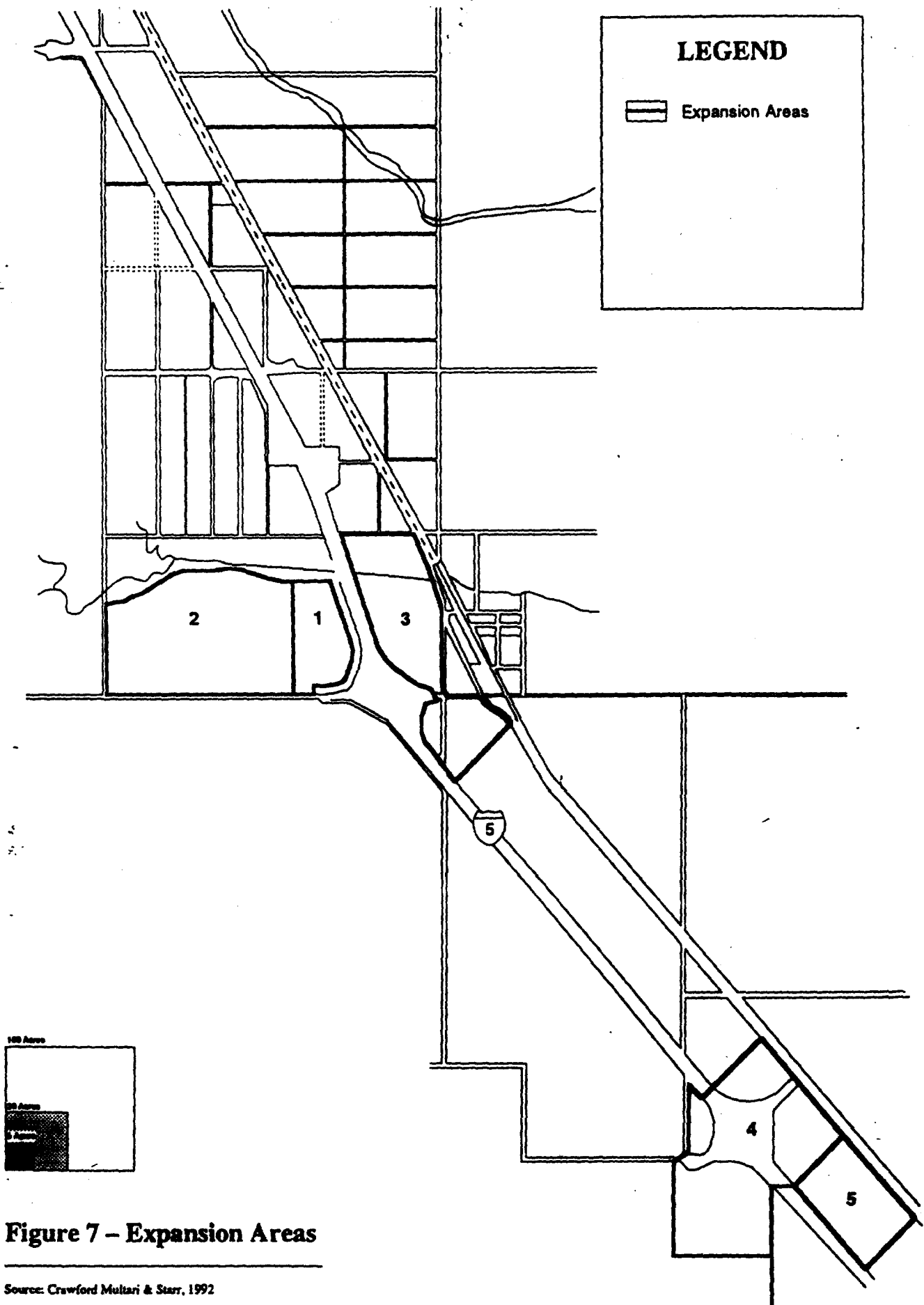


Figure 7 – Expansion Areas

Source: Crawford Multari & Starr, 1992



Area 3: Highway Service Commercial

The area located generally between Interstate 5 and County Road 99W from County Road 5 on both sides of County Road 6 is proposed for highway service commercial uses. It is expected that north of Road 6 these establishments may include discount retail outlets that will attract shoppers from Sacramento and other metropolitan areas as well as travelers on Interstate 5. This area will increase job opportunities for Dunnigan residents and increase sales tax revenues available to provide funds for new services in the Dunnigan, as well as additional monies for the County General Fund.

Area 4: Truck Related Highway Service Commercial

This expansion area is at the Interstate 5/County Road 8 interchange. This area is purposefully separated from the rest of the Dunnigan community to minimize noise and other potential land use conflicts associated with large-scale truck service areas. The interstate off-ramps and on-ramps currently support a number of highway service commercial uses that cater to large trucks and their drivers. This is an excellent location for such uses, and the plan encourages the further use of this area for this purpose. The plan envisions an area that would have a restaurant, motel, diesel gas stations, overhaul repair station, and other uses that would provide a full range of services for truckers. Commercial uses that cater primarily to automobile travelers, such as a factory outlet store or family restaurant, shall not be allowed. Special requirements for truck parking spaces shall be specified in the development standards for this area.

Area 5: Agriculture Industrial

Dunnigan has traditionally provided support uses for agriculture. In order to accommodate future expansion of such uses, the area between Interstate 5 and County Road 99W south of the I-5/County Road 8 intersection shall be designated for agriculture related industrial. This location provides convenient access yet is removed from residential development.

Several large tracts of land have been considered as alternative expansion areas for Dunnigan. The relevant issues and development suitability for each alternative is discussed in Appendix B.

DENSITY STANDARDS

There are three basic categories of residential densities in this plan, as shown in Table 2.

Table 2 Residential Densities	
Density Category	Number of Housing Units per Net Acre
Very Low	1
Low	6
Medium	12

The *very low density* category encompasses the Hardwood Subdivision which was parcelized long ago into one acre lots. This kind of inefficient subdivision pattern is no longer encouraged in Yolo County.

The *low density* category assumes an average of six units per net acre, using a variety of lot sizes and housing types. Small lot, detached single family homes (including two-bedroom, "entry-level" housing) are envisioned along with some duplexes, "half-plexes", and small (four units or fewer) townhouse and apartment buildings which should be dispersed throughout the new residential neighborhood (Expansion Area 2).

The *medium density* category assumes a range of 7-17 units per acre, with an average of at least 12 units per net acre. Only a small portion of Dunnigan is envisioned for this density: a transition area between the new Town Center and the more traditional low density neighborhood to the west. A variety of housing types including duplexes, triplexes, fourplexes, small garden apartments, townhouses, and manufactured housing on permanent foundations on separate lots.

Any permanent residential development of mobile homes in a mobile home park would be considered a medium density residential land use; the appropriate density for mobile home parks shall be a maximum of eight mobile homes per net acre. There are two mobile home parks in Dunnigan.

In addition to the residential districts, housing is explicitly encouraged in the mixed use and commercial districts, especially on second stories above businesses. The density will be determined through the Planned Development (PD) process, but projects in the medium density range are encouraged.

The RS zone is used to implement the very low density designation.

Zoning compatibility with variations in low density development are provided by the R1 and R2 zoning districts. The PD process will be required for low density development in Expansion Area 2 and in the urban reserve (if and when it is approved for development). The PD will encourage innovation in overall design, a mixture of dwelling types and the inclusion of smaller, more affordable units.

Zoning compatibility with variations in medium density is provided by the R3 zoning district combined with the PD process.

STANDARDS OF BUILDING INTENSITY

State Planning Law requires that the Land Use Element "...shall include a statement of standards of ...building intensity recommended for the various districts and other territory covered by the [General] plan." In the case of Twain Harte Homeowners Association v. Toulumne County (1982) 138 Cal.App.3d 664, the court determined that "building intensity" must be defined for each land use category included in the Land Use Element. Prior to this decision, cities in California have typically provided standards of building intensity for each of the separate zoning districts contained in the zoning ordinance. The Yolo County Zoning Regulations, therefor, provided a series of quantitative standards for each land use category which in turn are intended to indicate the typical building intensity that may be permitted within any of the land use classifications depicted on the General Plan. However, these standards may be modified on a case-by-case basis as part of the County's Site Plan Review process in order to ensure compatibility with the existing character, design and scale of the town and the other policies of this plan.

LAND USE GOALS, POLICIES, AND PROGRAMS**Goals**

To provide effective standards for the location, amount, rate, type and quality of new development so that the rural character of the town is preserved, agriculture is enhanced and maintained, and the natural environment is protected.

To manage the growth of the town so that adequate facilities and services can be provided in pace with development.

To provide Dunnigan and the surrounding area with a wider variety of goods and services.

Policies**General**

- D-LU.1. A town limit line shall be established which separates the areas where development is permitted from agricultural areas. See Figure 4.
- D-LU.2. The Dunnigan General Plan Advisory Committee should be reconstituted as a permanent body to provide a more formal an on-going approach to representing community interests with the County and local special districts with respect to implementation of this Plan.
- D-LU.3. All new development and construction activity shall comply with the map, policies and standards contained in this Plan.
- D-LU.4. Public improvements and new development proposed in this planning area (see Figure 2) shall be referred to a Dunnigan Advisory Committee, established by the Board of Supervisors, for review and comment regarding the conformance of the proposal with this plan.
- D-LU.5. New development in expansion areas shall be prevented in areas where natural conditions are a threat to public safety or produce excessive maintenance costs.
- D-LU.6. Except for infill in existing developed areas, new urban development may be allowed only on those parcels designated as expansion areas by the General Plan (See Figure 4 and Figure 7.) The Land Use Designations established by the General Plan shall be as described on Table 3. All such new urban development shall be in accordance with the Planned Development (PD) requirements of the Yolo County Zoning Regulations.
- D-LU.7. The town shall maintain a comprehensible scale and a compact form. New development west of I-5 should include businesses, a school, parks, and local offices of government services within easy walking distance of residences.
- D-LU.8. New development shall not be allowed unless adequate water, sewer and drainage facilities are available to serve such new development.
- D-LU.9. New development shall pay its fair share of providing additional public services needed to accommodate such development.

<p align="center">Table 3</p> <p align="center">General Plan Designations and General Description</p>		
Land Use Designation	Residential Density	General Description
Residential Very Low Density	1 dwelling unit per net acre	Single family dwellings.
Residential Low Density	6 dwelling units per net acre	Single and multi-family dwellings.
Residential Medium Density	12 dwelling units per net acre	Multi-family dwellings.
Mixed Use	Per Planned Development (PD)	A wide range of uses, including retail, restaurants, specialty shops, personal services, and entertainment with residential unit or offices on the upper floors.
Local Commercial	Per Planned Development (PD)	Retail and other businesses that serve everyday needs of residents, including grocery, restaurants, offices, and like uses.
Highway Service Commercial	Per Planned Development (PD)	Visitor serving and highway related uses such as service stations, restaurants and motels. Factory outlet stores also allowed in certain locations.
Truck-Related Highway Commercial	NA	Commercial trucking uses that cater to large trucks and their drivers, such as diesel service stations, restaurants, motels, and overhaul repair stations.
Public/Quasi-Public	NA	Public services and facilities.
Agriculture	1 dwelling unit per 20 acres	Farming, orchards, ranching, and related activities
Agricultural-Related Industrial	NA	Industrial uses designed to serve the surrounding agricultural industry, including farm equipment sales and repair, agricultural processing and warehousing.
Industrial	NA	Light industrial and service commercial businesses including those that serve the needs of agriculture.
Urban Reserve	NA	Agricultural uses until deemed necessary for urban expansion.

Source: Yolo County Community Development Agency, *Yolo County General Plan*, 1983.

- D-LU.10. All new development shall be subject to the development standards described in *Community Design Guidelines and Development Standards*.
- D-LU.11. The urban reserve shall not be considered for residential development until at least 75% of the residential development capacity in Expansion Area 2 has received planning or building approvals from the County. The urban reserve shall not be considered for highway commercial development until at least 75% of Expansion Area 3 has been developed. The

urban reserve shall not be considered for industrial development until 75% of Expansion Area 5 has been developed. However, in no case shall the urban reserve be considered for development until ten years after the adoption of this general plan.

D-LU.12. All buildings on property fronting I-5 in the expansion areas shall be set back at least 50 feet from the Caltrans right-of-way, provided, however, that this minimum may be reduced by the Community Development Director based on the following findings:

- a. The building and related features, including parking lots, are adequately screened from view from the freeway corridor; and
- b. Noise impacts on the occupants of the building have been adequately mitigated.

In all cases, a detailed landscaping plan shall be required, subject to the review and approval of the City. Exceptions to this setback requirement may also be granted for sections of on-ramps and off-ramps outside the main freeway corridor.

Residential Development

D-LU.13. New residential development shall be allowed in the area generally defined as north of County Road 6, east of County Road 88, south of Dunnigan Creek, and west of the proposed new Town Center. This area shall be designated as PD (planned development) and shall require community water and sewer services. The areas just west of the new Town Center shall be designated for medium density residential (an average density of 12 units per acre) as a transition from the commercial and mixed use area to the more traditional residential neighborhood to be developed farther to the west. The remainder of the area shall be developed with an average density of at least 6 units per net acre. The portion of the expansion area that lies within the 100 year flood plain of Dunnigan Creek shall be maintained as open space and shall not be included in calculating overall allowed density.

D-LU.14. The Hardwood Subdivision shall be maintained as a residential area. The density shall be one unit per net acre. No new parcelization or increased density shall be permitted until a public water and/or sewer system is installed in the area, or the County Environmental Health Department determines that such subdivisions will not pose cumulative, significant groundwater problems.

D-LU.15. The approximately 13 acres north of Camper's Inn shall be designated for low density residential uses, including mobile homes, at a density of 6 units per net acre. This site shall be designated as PD (planned development) and the specific types of units shall be subject to the PD review and approval process.

D-LU.16. Upon adoption of this Plan, up to 200 residential units may be developed in Expansion Area 2. An additional 50 units may be approved for every 50,000 square feet of commercial or industrial uses that receive building permits. A maximum of 600 residential units may be allowed within the first ten years following adoption of this General Plan. However, these standards will be monitored by the Community Development Agency in keeping with the overall policies of the Plan, and may be modified to reflect economic and financial needs associated with expansion of community water, sewer, drainage, and other public facilities. Every effort shall be made to insure that residences will be affordable to employees of new commercial development.

D-LU.17. The area east of I-5 in and around the area referenced to as "The Gap" will be designated for very low density residential, with a Planned Development (PD) overlay. This area has historically been zoned for commercial uses. The County may approve certain businesses in this area subject to the review and approval of a PD application, subject to the following findings:

1. The business will not significantly impact nearby residents.
2. The business will not attract large numbers of customers to the site.
3. That streets and other related improvements have been provided to the satisfaction of the Public Works Department.

Commercial Development

D-LU.18. A new Town Center shall be created on the west side of I-5, north of County Road 6, and south of Dunnigan Creek. The core shall be developed with a mix of local commercial, residential and visitor serving uses. Development in the Town Center should be designed in substantial conformance with the design guidelines established in this document. First floor uses shall be retail, commercial, service, or other high volume, pedestrian oriented businesses. Upper stories may be offices, residences, motel rooms or other uses.

D-LU.19. Visitor and highway related commercial uses shall be encouraged on the east side of I-5, north of County Road 6, south of County Road 5, and west of County Road 99W. The businesses should focus on uses whose primary clientele arrive by automobile, not trucks. Uses that would compete with uses in the Town Center shall be prohibited from this area.

D-LU.20. Highway service commercial uses shall be allowed at the County Road 8/I-5 interchange. Uses on this property shall be limited to those that serve truck traffic such as truck stops with associated restaurants, truck service stations, truck repair and maintenance, and overhaul facilities.

D-LU.21. The highway service commercial designation shall allow all of the uses described in Section 8-2.1502 and 8-2.1504, subject to approval of a Planned Development (PD) application, which may modify the range of allowable uses in particular cases. Factory outlet centers shall be limited to the highway commercial area north of Road 6.

D-LU.22. Allowed uses in the truck related highway commercial service designation shall include all of the uses described in Section 8-2.1502 and 8-2.1504 of the zoning ordinance (subject to review and approval pursuant to the required Planned Development (PD) application) except the following:

- fruit and/or vegetable stands
- retail nurseries and greenhouses
- sale of new or used cars, mobile homes or boats
- animal hospitals
- drive-in theaters
- mobile home parks
- dwellings

- D-LU.23. Truck parking lots shall be an allowed use in the areas designated as agriculture-related industrial and truck-related highway service commercial. Stalls should be a minimum of ten feet by 50 feet.

Industrial Development

- D-LU.24. New agriculture related industrial development may be allowed south of County Road 8 on the east side of I-5, west of the Southern Pacific railroad and County Road 99W. Examples of such uses include farm machinery sales and repair, agricultural processing facilities, product or equipment warehousing, and farm supply stores.
- D-LU.25. All industrial development shall be designed and located so as to be screened from I-5.
- D-LU.26. Industrial uses shall be allowed to continue in the area east of County Road 99W and west of the Old Town area.

Agricultural Land/Open Space

- D-LU.27. Except as those designated as expansion areas in this plan, agricultural lands in and surrounding the Dunnigan planning area shall be protected from the encroachment of urban development. The conversion of agricultural land to urban uses may only occur on lands designated for urban use on the General Plan map.
- D-LU.28. Parcels designated Agriculture in the Dunnigan planning area which are outside the town boundary and urban reserve line shall not be further subdivided or parcelized.
- D-LU.29. Parcels in Williamson Land Conservation Act contracts (Agriculture Preserves) shall not be eligible for urban development and shall be preserved for agriculture.
- D-LU.30. New development in Expansion Area 2 shall maintain a minimum setback of 100 feet from agricultural uses. The roadway rights-of-way may be counted as part of the buffer. Adjacent agricultural uses are primarily range land and do not require extensive setbacks for spraying pesticides or moving farm equipment.

The eastern boundary of Expansion Area 5 shall maintain a minimum setback of 100 feet on site from adjoining agricultural parcels. The roadway and railroad right-of-way may not be counted as part of the buffer. The setback is extended in this area because adjacent agriculture parcels are irrigated and sprayed row crops.

Such setback or buffer area shall be established by recorded easement or other instrument, subject to the approval of County Counsel. A method and mechanism for guaranteeing the maintenance of this land in a safe and orderly manner shall be also established at the time of development approval. Options include creating a property-owners association, or dedication of the buffer area to a non-profit organization or public entity.

- D-LU.31. As a condition of approval for development on agricultural land, the project proponent shall execute and implement an Agricultural Conservation Easement, mitigation fees and other similar farmland conservation programs as may be adopted by Yolo County. Specific details of the Conservation Easement or other programs shall be determined by the Yolo County Community Development Director. The total area encompassed by the easement or other

program shall be no less than the area removed from agricultural production by the project, and no more than the acreage required by any Agricultural Conservation Easement program adopted by Yolo County.

- D-LU.32. Owners of land outside of the areas shown for development by the Plan shall be encouraged to enter into agricultural preserve contracts.

Land Use Programs

1. The County will amend its zoning ordinance and district map to reflect the land use designations of this General Plan. Where necessary, the new zoning districts applicable to Dunnigan will be created.

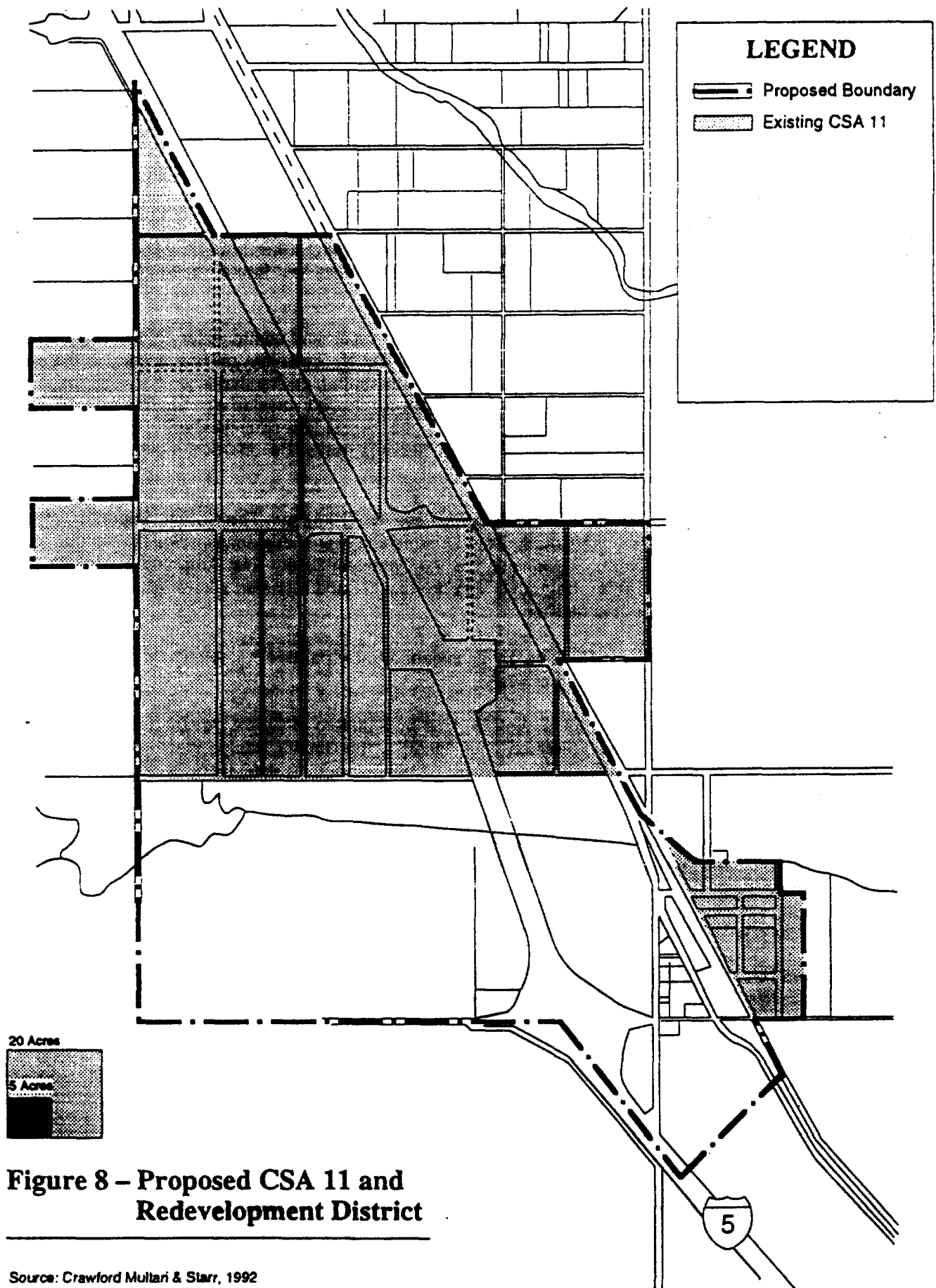
Responsible Agency/Department: Community Development
Timeframe: 1993
Funding: General Fund
Monitoring: Community Development

2. The County will request that the Dunnigan Community Service Area apply for an amendment to its sphere of influence boundary with the Yolo County Local Agency Formation Commission (LAFCO). The amended CSA area will be as depicted on Figure 8. The CSA will be the agency managing and maintaining community water and/or sewer systems in the future town, if such systems are publicly owned.

Responsible Agency/Department: CSA, Community Development, LAFCO, Public Works
Timeframe: 1993
Funding: General Fund
Monitoring: Community Development, Public Works

3. The County will analyze the advantages and disadvantages of forming a redevelopment district in Dunnigan. If deemed desirable, the County shall activate an agency for the district and prepare a redevelopment plan. Preliminary boundaries are shown on Figure 8. Redevelopment funds should be used to improve drainage, repair roads, provide public services, and other appropriate activities as established by the agency.

Responsible Agency/Department: Community Development, County Counsel
Timeframe: 1994
Funding: General Fund, Redevelopment
Monitoring: Community Development



Circulation

The Circulation section of the General Plan describes the existing transportation system serving the town, and establishes policies and programs to meet the present and future transportation needs of the community.

The circulation system in the Dunnigan area is typical of small rural communities. It is dominated by a major highway thoroughfare that connects to small distribution roads that provide access to the outlying areas (see Figure 9). Interstate 5 (I-5) is the major north-south highway that links the west coast of the United States from Canada to Mexico. On average, about 25,000 vehicles per day traverse I-5 near Dunnigan. Just south of Dunnigan, Interstate 505 (I-505) heads in a southwesterly direction from I-5 toward Vacaville and the San Francisco Bay area. Average traffic flow on I-505 near the I-5 junction is about 12,000 trips per day.

Two interchanges from I-5 provide the principal access into Dunnigan. The County Road 8 interchange lies south of the town proper; the County Road 6 interchange provides access directly into the heart of Old Town Dunnigan. Just north of Dunnigan lies the Dunnigan Safety Rest Area that provides a rest stop for travelers on I-5. Neither the northbound nor southbound rest stop allows access to areas beyond the immediate rest stop facilities.

County Road 99W runs diagonally through Dunnigan, roughly parallel to Interstate 5 to the east and the Southern Pacific railroad tracks to the west.

The surrounding circulation system is characterized by a pattern of County roads at right angles to each other. The majority of the local streets are maintained by the County, though there are some private ones in the Hardwood Subdivision. There is also concern about fire equipment access on some of the private roads in the Hardwood Subdivision that do not meet County standards.

There is some concern that the intersections of local and collector streets create blind spots and confusion for motorists not familiar with the area. Examples of this are the intersections of Main Street and County Road 99W, and County Road 8 and County Road 99W.

Transit service is currently available from Dunnigan to Woodland only once a week.

Southern Pacific railroad offers freight transportation through the Dunnigan area. The railroad right-of-way parallels I-5 on the east. The nearest passenger rail service is the Amtrak station in Davis.

There are no established bike routes in the Dunnigan area.

CIRCULATION ISSUES

- *Because of the way I-5 and County Road 99W bisect the town at an angle, intersections do not always occur at right angles. This creates confusion and safety problems.*

While the County maintained road system in the Dunnigan area has been established in a grid pattern, I-5 and County Road 99W, along with the Southern Pacific Railroad right-of-way, bisect the town from the northwest to the southeast. Thus, a few intersections of County roads and County Road 99W occur at acute angles. In some cases, this creates sight distance problems

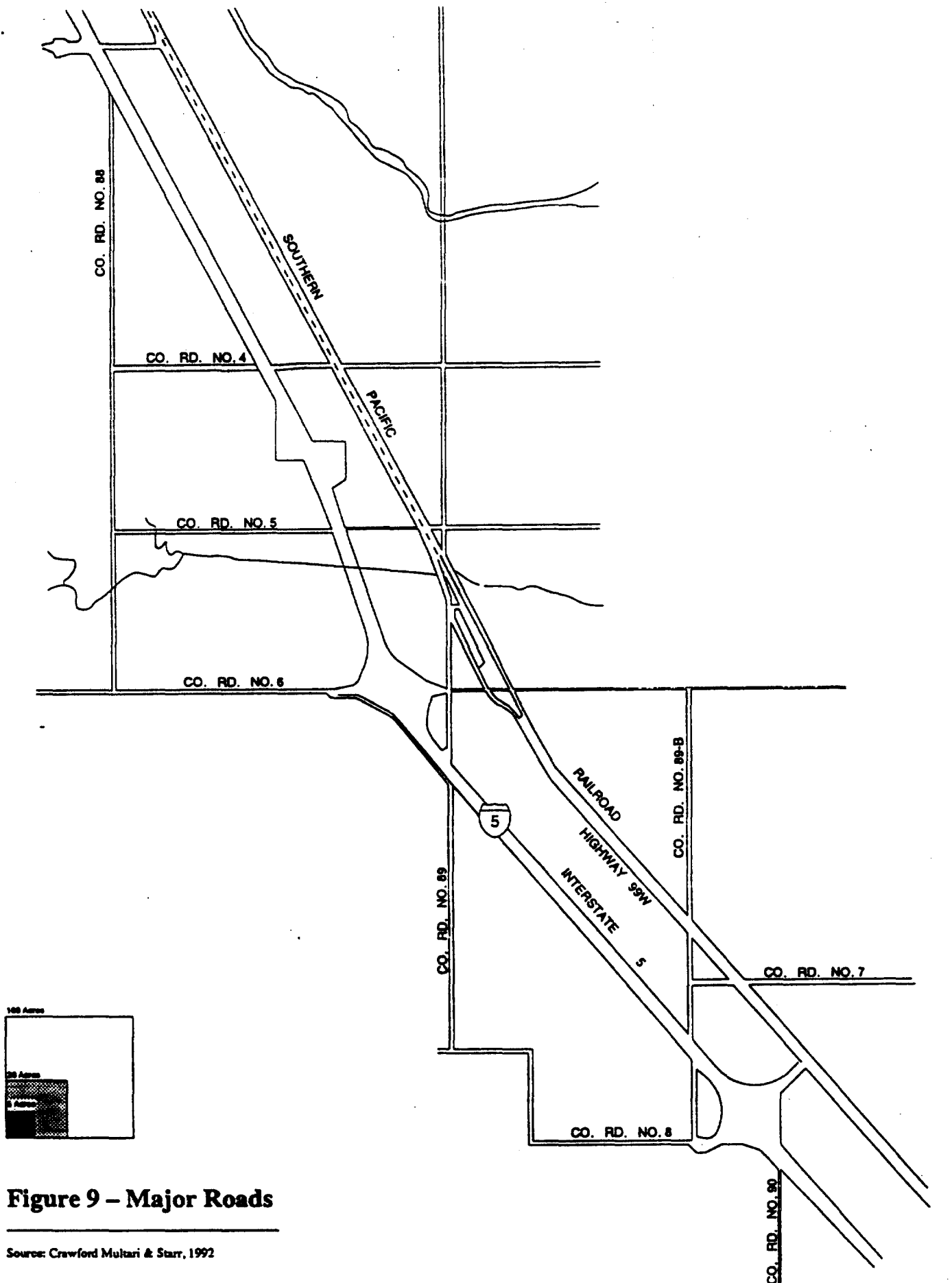


Figure 9 – Major Roads

Source: Crawford Multari & Starr, 1992

for motorists attempting to cross or turn at such intersections. This alignment can also create confusion for visitors who may not be familiar with the area.

- *Trucks parked along County Road 99W and County Road 8 cause safety problems for local motorists.*

The County Road 8 off ramp businesses cater primarily to truckers, yet there is insufficient parking available for large trucks and trailers. Frequently, the drivers use the shoulders on County Road 99W and County Road 8 as parking areas. This creates sight distance and safety problems, especially in foggy conditions. In the land use section of this document, a program is proposed to allow truck parking lots as an allowed use in Truck Related Highway Service Commercial and in Agriculture Related Industrial.

- *Private roads, particularly in the Hardwood Subdivision, are not built to County standards. This can create access problems for emergency vehicles.*

There are private roads within the Dunnigan planning area that have not been constructed according to County standards. These roads are not paved. This makes access difficult, particularly for emergency vehicles such as fire trucks.

- *Improved facilities and routes for alternative forms of transportation are needed.*

Enhancement of the pedestrian and bicycle network in and around town is needed. Bicycle and pedestrian paths along Dunnigan Creek will provide a recreational amenity for local residents as well as an alternative transportation route. As homes are built in the new residential area and the Hardwood Subdivision, along with a new school and a new Town Center, there will be an increasing need for better bicycle and walking paths, especially west of I-5.

- *Poor drainage in the Dunnigan area can cause flooding that creates circulation problems during periods of heavy rain.*

Drainage problems in the Dunnigan area include ponding in the Hardwood Subdivision west of I-5 and a smaller area of ponding east of and adjacent to the Southern Pacific Railroad tracks at County Road 4. Bridge locations crossing creeks are also subject to potential flooding where their design prohibits 100 year storm flows. This can cause access problems during periods of heavy rain. There are several such locations along Dunnigan and Buckeye Creeks.

- *Circulation problems may develop at the County Road 6 interchange as new commercial establishments are constructed.*

This plan allows a substantial amount of development near the County Road 6 interchange. The County should conduct a study of traffic patterns anticipated at full build-out to determine necessary street widths, signalization (if any), intersection locations for new roads, and other necessary infrastructure improvements. A fee will be assessed of all new development to fund a fair share, as established by the County, of the necessary improvements.

CIRCULATION GOALS, POLICIES, AND PROGRAMS**Goals**

To provide a safe and efficient circulation network for Dunnigan.

To encourage the use of alternate forms of transportation other than the automobile.

Policies

- D-C.1. Improvements to Arterial and Collector streets should be made on a highly selective basis which seeks to improve capacity, flow and safety by the use of traffic engineering solutions where feasible as compared to major structural improvements.
- D-C.2. Facilities that promote the use of alternate modes of transportation, including bicycle lanes, pedestrian and hiking trails, park-and-ride lots and facilities for public transit shall be incorporated into new development, and shall be encouraged in existing development.
- D-C.3. Public transit to surrounding communities, especially Woodland, shall be improved.
- D-C.4. Additional emergency access and bike and pedestrian crossings of Dunnigan Creek shall be required as a condition of approval for the new development area south of the creek.
- D-C.5. A new commercial street shall be required as a condition of approval for development of in the new Town Center area west of Interstate 5; said street shall be designed in approximate conformance with Figure 10. This street shall have the following features: on-street parallel parking, two lanes only, street trees 50 feet on center, appropriate street furniture spaced at regular intervals, six-foot sidewalks, curb and gutters (right angle curb).
- D-C.6. The new residential growth areas shall be connected to the existing developed Hardwood Subdivision. Direct access to Arterials and Collectors from residential development is to be discouraged except where physical conditions do not allow for other design solutions. All new residential subdivisions within Expansion Area 2 or in the urban reserve shall utilize a grid pattern, except as where deemed infeasible by the Planning Director and the Public Works Director. Cul-de-sac or curvilinear streets are to be avoided in Expansion Area 2.
- D-C.7. Private roads shall be improved with all-weather surfaces to a width of at least 20 feet.
- D-C.8. The safety of public highways and county roads shall be improved with respect to sight distance problems caused by trucks parking along the road shoulders.

Circulation Programs

4. The County will undertake a circulation study to identify needed circulation improvements. The study should identify both transportation system improvements such as road construction standards and intersection improvements (e.g., County Road 88/County Road 4 and County Road 4/County Road 99W), as well as drainage improvements such as ditch construction and bridge widening. The study should also examine methods to improve the private roads in the area, particularly Alexander Hill Road and those in the Hardwood Subdivision. Streets needing curbs and gutters should be identified.

Responsible Agency/Department: Community Development, Public Works
Timeframe: 1993
Funding: General Fund, Facilities and Services Authorization Fee
Monitoring: Community Development

5. Upon completion of the circulation study outlined in Program 4, the Redevelopment Agency and/or Public Works Department will prepare a capital improvements program for developing the necessary improvements. Among projects funded through the redevelopment agency (if activated), priority shall be given to those which are not needed directly for new development, but which address existing circulation system needs.

Responsible Agency/Department: Public Works, Redevelopment Agency, Community Development
Timeframe: Upon completion of Program 4
Funding: Developer fees, General Fund, Redevelopment
Monitoring: Public Works

6. Prior to approval of any new commercial development in Expansion Area 1 or Expansion Area 3, the County will require a traffic analysis to determine potential traffic impact and mitigation measures. Said analysis shall include assessment of the capacity of the over crossing, stacking distances from off-ramps and on-ramps to streets or drives entering the site, signalization or other traffic controls and cumulative impacts from other existing or proposed developments.

Responsible Agency/Department: Community Development, Public Works
Timeframe: 1993
Funding: Developer fees
Monitoring: Community Development

7. As a condition of approval of any parcel in the Hardwood Subdivision which includes a private street or alley, an easement to the public for the right to pass and repass over said street or alley will be offered to the County.

Responsible Agency/Department: Public Works
Timeframe: Ongoing
Funding: New Development
Monitoring: Public Works

8. Signs will be posted along County Road 8 and County Road 99W stating that truck parking is prohibited. The County Sheriff will regularly patrol the area to monitor compliance with this regulation.

Responsible Agency/Department: Public Works
Timeframe: 1993
Funding: General Fund
Monitoring: Public Works, County Sheriff

9. The master plan for the new Town Center and for the new residential expansion area will include a bicycle/walking path system that crosses Dunnigan Creek and connects the new neighborhood and the Hardwood Subdivision. The path system should be designed to facilitate short errands, link principal school routes, and provide recreation opportunities.

Responsible Agency/Department: Community Development, Public Works
Timeframe: 1993
Funding: Condition of approval for new development
Monitoring: Community Development, Building

10. The County will implement the trip reduction measures contained in the Yolo-Solano Air Quality Management Plan.

Responsible Agency/Department: Community Development, Public Works, APCD
Timeframe: Ongoing
Funding: Developer fees, General Fund
Monitoring: Community Development, Public Works, APCD

11. The County will work with the regional public transit authority (YoloBus), Sacramento Area Council of Governments (SACOG), Mini-trans, Greyhound, and other interested parties to improve public transit and rideshare programs between Dunnigan and surrounding communities.

Responsible Agency/Department: Community Development, SACOG, YoloBus
Timeframe: 1993
Funding: Ridership fees, State Highway funds
Monitoring: Community Development

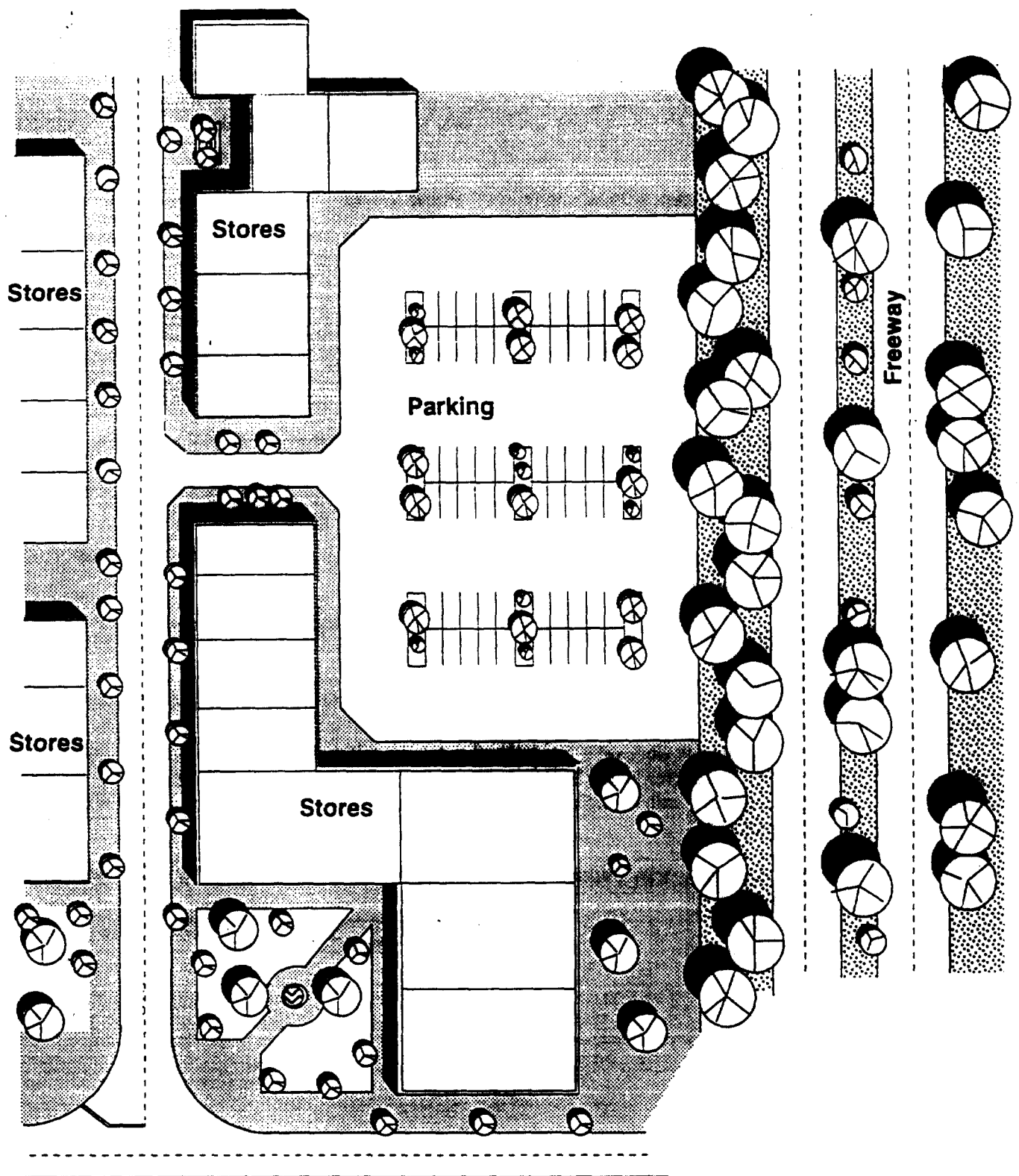


Figure 10 – New Commercial Street

Source: Crawford Multari & Starr, 1992

Housing

The Housing section of the General Plan sets forth the goals, policies, and programs to meet the housing needs of present and future residents of Dunnigan. The policies contained in this section are intended to supplement the policies contained in the Housing Element of the Yolo County General Plan.

The availability and affordability of housing depends on a variety of factors, including local land use policies. According to the 1990 Census, housing costs and vacancy rates for rental and owner-occupied housing in Dunnigan are lower than the county and statewide median, which suggests that, compared to many places, housing in Dunnigan is both "affordable" and "available". The Dunnigan area has a high vacancy rate, around 10% according to the census. This area also has a large percentage of owner occupied units, over 77%. The census shows that the median monthly rent is \$288, as compared to a median of \$459 per month in Yolo County in general. The census reports that the median housing price is \$91,700.

HOUSING ISSUES

- *New residences in Dunnigan should be linked to the development of employment opportunities in Dunnigan, and a significant portion of the homes should be affordable to workers employed in the commercial businesses.*

Dunnigan is too far removed from major employment centers (i.e., Woodland and Sacramento) and lacks the necessary urban services (e.g. schools, sewer, water service, library, entertainment, basic personal services) to serve as a bedroom community. For that reason, new residential development in Dunnigan should be linked to the development of local employment opportunities. In order to keep prices low, the homes should be of modest size. Other methods for creating affordable housing should be used as well, such as density bonuses for low and moderate income housing; density bonuses for rental units; requirements to provide a percentage of new homes for low income households; requirements for some units to be attached; and the use of redevelopment monies for low income housing.

- *Dunnigan is home to many low income households.*

A large percentage of Dunnigan residents are low income. One of the reasons these individuals are attracted to Dunnigan is because of the relatively affordable housing. Care must be exercised in planning Dunnigan's future so that policies and programs intended to improve the overall quality of life do not inadvertently force low income residents to leave because of unacceptably higher housing or service costs.

- *Many homes in Dunnigan are in need of repair.*

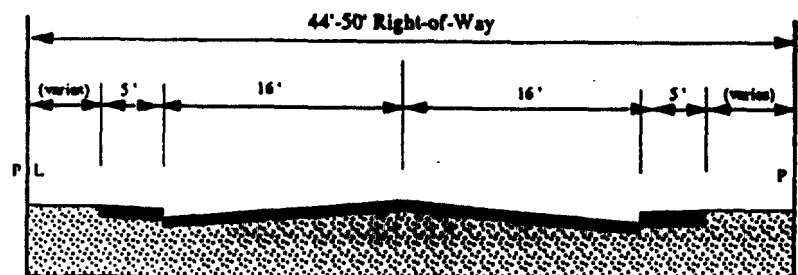
Even a casual tour of the Hardwood Subdivision reveals a number of homes that are in need of repair. Because many of the residents have low incomes, repairs are frequently postponed as other needs take priority. The County should try to assist such low income residents to rehabilitate their homes.

2. Features of the particular design achieve the intent of conventional development standards (adequate parking, compatibility with surrounding neighborhood character, etc.) as well or better than the standards themselves.
3. The project provides exceptional public benefits such as parking, open space, landscaping, public art, or other amenities that would not be feasible under conventional development standards.

D-D.10. A sign program shall be submitted with all new commercial, industrial and mixed-use development. The proposed sign program shall be an integral design element of the project and be compatible with the other features of the project in terms of height, location, lettering, scale, and color.

Single Family Residential

- D-D.11. The average residential density shall be at least six dwellings per net acre, unless otherwise provided by this General Plan.
- D-D.12. New residential subdivisions shall utilize a grid street system with connections to the existing town where feasible. The use of alleys for access behind homes is encouraged in new subdivisions.
- D-D.13. New residential development shall emulate the character of small rural towns in Yolo County and include the following:
- Modest sized homes with generous front yards.
 - A variety of architectural styles and materials.
 - Porches.
 - Street trees in the public right-of-way and trees in front yards.
- D-D.14. Street sections for new residential streets should be as shown below, with a 45-50 foot right-of-way and 32 feet of pavement from curb to curb, and five foot sidewalks.



Typical Street Section

- *Large amounts of senior housing are not appropriate in Dunnigan.*

Dunnigan is far from health facilities and social services frequently needed by seniors. The town has only minimal transit, emergency response, and other stores and services (for example a pharmacy). This lack of services, both public and private, as well as the distance from larger communities where these kinds of services are provided, argues that large senior complexes or housing developments are not appropriate in Dunnigan. This does not mean, however, that housing designed specifically for the needs of seniors in Dunnigan should not be provided; however, development of a "retirement community" there is inappropriate.

HOUSING GOAL, POLICIES, AND PROGRAMS

Goal

To provide a continuing supply of affordable housing to meet the needs of existing and future residents of Dunnigan in all income categories.

Housing Policies

The policies contained in the County Housing Element are hereby incorporated as part of this plan to the extent that they may be applicable to Dunnigan.

- D-H.1. A variety of housing types and densities shall be required in Dunnigan. At least 15% of all residential lots shall be available for sale.
- D-H.2. Each subdivision or phase of development in Expansion Area 2 shall include some attached homes, such as duplexes, townhouses or small apartments and condominiums, that are integrated with new single family homes. At least 10% of the units in each subdivision or phase of development in Expansion Area 2 shall be attached.
- D-H.3. The design of multi-family housing in the residential expansion area shall limit the number of units in one building to four or fewer and should be in scale and character with the homes in the existing town. Such buildings should appear similar to large single family homes in size, architectural style and usable yard areas. This policy shall be implemented through the community design guidelines and development standards.
- D-H.4. Affordable housing shall be encouraged and maintained. New residences that are affordable to low income households shall be dispersed throughout Expansion Area 2 and not concentrated in one place. In all subdivisions or housing projects, at least 10% of the units shall be affordable to households with low or very low incomes. Such housing shall meet the applicable requirements of the Yolo County Housing Element. Projects will be eligible for applicable density bonuses allowed pursuant to the Yolo County Housing Element.
- D-H.5. New development in Dunnigan which provides at least 50% of the units for low or very low income households shall be eligible for a density bonus of 50%, subject to the approval of the Planning Commission.

D-H.6. New development of rental apartments above commercial establishments in the new Town Center shall be eligible for a density bonus of 50%, subject to the approval of the Planning Commission.

D-H.7. Large-scale, seniors-only housing developments shall be discouraged in Dunnigan.

Housing Programs

12. The County will adopt an ordinance requiring the minimum amounts of lower income units and attached units in new projects as stated in the housing policies.

Responsible Agency/Department: Community Development
Timeframe: 1993
Funding: General Fund
Monitoring: Community Development

13. The County will adopt an ordinance providing a density bonus for projects with at least 50% lower income housing and for projects in the new Town Center which provide rental units as described in the housing policies.

Responsible Agency/Department: Community Development
Timeframe: 1993
Funding: General Fund
Monitoring: Community Development

14. If a redevelopment district is established, the County will use redevelopment funds for low income housing in accordance with state law. Priority shall be given to rehabilitate existing low income housing stock and to the production of housing affordable to low income workers employed in highway service commercial establishments.

Responsible Agency/Department: Redevelopment Agency
Timeframe: 1995
Funding: Redevelopment
Monitoring: Redevelopment Agency

15. In addition to redevelopment monies, the County will apply, when feasible, for Community Development Block Grant or other state or federal funds for rehabilitation of existing low income housing stock.

Responsible Agency/Department: Housing Authority, Community Development
Timeframe: Ongoing
Funding: Community Development Block Grant
Monitoring: Housing Authority, Community Development

Community Design Standards

The Community Design Standards contained in this section are to assist in the design and review of new development.

General

- D-D.1. New development shall be consistent with the applicable standards set forth in the Yolo County Zoning Ordinance, unless otherwise established by this section of the General Plan.
- D-D.2. Landscaping shall be required in all development projects subject to Site Plan Review. Landscaping plans shall include a generous number of trees in a variety of sizes, but no smaller than 15 gallons. The landscape plan must comply with the Model State Ordinance or the County Ordinance for Water Efficient Landscape.
- D-D.3. New development shall be set back from Interstate 5 as illustrated on page II - 26.
- D-D.4. New development shall be maintained in a neat and orderly manner at all times. The storage of abandoned vehicles or refuse in areas visible from a public street shall be prohibited.
- D-D.5. Where on-site detention basins are proposed to serve the drainage needs of new development, a landscaping plan shall be provided.
- D-D.6. New development shall be designed to minimize conflicts and potential nuisance problems between land uses, including light and glare and noise.
- D-D.7. New development shall incorporate features that promote the use of alternate forms of transportation, including but not limited to items recommended by the Yolo-Solano Air Quality Management Plan.
- D-D.8. An application for a planned development shall be required for all new development on parcels with a PD zoning suffix. Such an application shall include at least the following:
- A statement of objectives to be achieved by the project through the particular approach chosen, including proposed land uses and residential densities.
 - A site plan consistent with the requirements of Section 8-2.2006 of the County Code.
 - Information on existing land on the site and on surrounding parcels.
 - Any additional information which may be required by the Community Development Director.
- D-D.9. Under an approved planned development project, lot size and configuration, required yards, building height, lot coverage, and parking may be specified for the project without conformance to County standards if one or more of the following findings can be made:
1. The project provides facilities or amenities suited to a particular occupancy group (such as low income groups, the handicapped or elderly) which would be infeasible under conventional development standards.

- D-D.15. New residential subdivisions should provide a variety of lot sizes distributed throughout the project.
- D-D.16. At least one 15-gallon street tree shall be planted on every new lot. As these trees mature, they will reduce the heat generated by paved surfaces and thereby reduce air conditioning needs and energy use in the home.
- D-D.17. Mature trees shall be preserved to the maximum extent feasible.

Very Low Density Single Family Residential

- D-D.18. Land designated for very low density residential development may accommodate parcels at least one acre in size. The maximum residential density shall be determined based on the gross area of the lot before dedication of streets, parkland or other requirements.
- D-D.19. New very low density residential subdivisions shall utilize a grid street system with clear connections to the existing pattern, to the extent feasible.
- D-D.20. New very low density residential development shall enhance the existing character of the town and include the following:
- A variety of architectural styles and materials.
 - At least one street tree in the public right-of-way for every 35 feet of street frontage, and trees in front yards.
- D-D.21. Street sections for new very low density residential streets should be as shown in preceding cross section, with a 45-50 foot right-of-way and 32 feet of pavement from curb to curb, and five foot sidewalks. Sidewalks shall be optional.

Multi-family Residential

- D-D.22. Multi-family projects involving 10 or more housing units shall include a minimum of 20% of net site area developed as landscaped open space, including front, side and rear yard areas required by the Zoning Ordinance. A minimum of 10% of net site area, excluding required yard areas, shall be developed for the common recreation use of tenants.
- D-D.23. Multi-family projects involving less than 10 housing units shall include a minimum of 10% of net site area developed as landscaped open space, excluding required yard areas, for the recreation use of tenants.
- D-D.24. For multi-family projects where a partial waiver is requested by the applicant for all or part of the recreation impact fees required by County ordinance, all of the following areas and facilities shall be provided on a minimum of one acre of aggregate site area:
- a. Recreational open space for either passive or active recreation use, including at least one-half acre of automatically irrigated lawn area.
 - b. Court areas involving any combination of area for tennis, badminton, volleyball, shuffleboard or similar hard-surfaced areas designed and intended exclusively for court games. Recreational swimming areas devoted primarily to swimming and wading may